Watches, Jewelry, &c.

WILLIAM GALE & SON, MANUFACTURERS OF SILVER WARE, have removed from their old place of business, No. 116 Ful.

No. 427 BROADWAY, corner of Broomest, second story where they continue the MANUFACTURING of SILVER WARE, in all its brackes, wholesale and retail, and where they hope to reores centimusuce of the liberal patronage hitherto ex-

WATCHES and JEWELRY.-SQUIRE & WATCHES and JEWELERT -SCOTRE & BROTHER, Nos. 97 Fuiton-st, and 122 Bewery, would all the attention of their numerous friends and customers has are visiting the city, if they are in want of a fine Gold Watch, such as Beceley, Tohias Cooper, Taylor, and other which, such as Beceley, Tohias Cooper, Taylor, and other where the selection of the Silver Ware, such as Forks, Spoons, Fasets, or Gold Jewelry, &c., that we are now prepared enter than ever to s.ll the above-mentioned goods, on the most resoonable terms. Our stock is large and well selected, as segards nate, choopness and durability. Our mode of doing husiness is to buy and sell for cash and goods warnated as represented. Your custom is most cordially solicited.

Insurance Companies.

BUILDING ASSOCIATION and GENERAL FIRE INSURANCE Co., carner of Tryon-row and Chathemest, in the Harlem Railroad Buildings, are taking reals on rents, buildings, &c., on the most favorable terms.

JOHN BRUCE, President. DANIEL BARNES, Secretary.

MANHATTAN LIFE INSURANCE COM
PANY-CASH CAPITAL \$100,000, independent of
the Premium Fund.
Office No. 146 Broadway, corner of Liberty-st.

Office No. 146 Broedway, corner of Liberty-st.

This Company continues to insure against all immer of

the rass, on most favorable terms.

Perform may insure, payable at any given age, or sooner

to take of death. California permits granted at reduced

tota.

C. Y. Wemple, Secretary.

N. D. Morgan, Actuary.

ARRAM DU Bois, M.D., at the office daily from 2 to 2

clock P.M.

MUTUAL FIRE INSURANCE, with CASH of the City of New York—Insurance Buildings No. 49 Walfm, corner of William-et.
The Charter of this Company requires that four-fifths of
taprofits (after paying seven per cent. per annum to its
Bockholders) are to be divided with the policy holders.

ROBERT S. HONE, President.

D. F. CURRY, Secretary.

N. B.—Copies of the Charter of this Company may be obtained on application at the office.

NEW-ENGLAND LIVE STOCK INSUR-ANCE COMPANY, of New-Haven, Coan.—BRANCH OFFICE, No. 18 Wall-st., N. Y. CAPITAL, 850,000. This Company insures Live Stock, such as Horses, Cat-Be, &c., &c., from death, accasioned either from natural sames, or accident, or disease of any description whateoever. THOMAS KENDRICK, President. GEORGE T. REYNOLDS. Secretary. George T. REYNOLDS, Secretary.

REPUBLIC FIRE INSURANCE Co.-

REPUBLIC FIRE INSURANCE Co.—Insurance Buildings, corner of Wall and William-sta.;

This Company, having their Capital of \$150,000 paid in, is cash, and scennely invested, are prepared to insure against bees and damage by invested, are prepared to insure against bees and damage by invented, are prepared to insure against bees and damage by ire on favorable terms.

The charter of this Company provides that, after paying betterest to the stockholders at the rate of 7 per cent. per annum, four-fifths of the remaining profits are to be divided among the assured in serip, bearing interest, which scrip is to be redecemble in cash whenever the occumulated profits and capital shall amount to \$1,000,000.

TRUSTEES:

Jos. Gaillard, Jr., John A. Stephene, S. S. Howland, Stephen Whitney, George Curtis, Arthur Leary, Dan B. Fearing, Wun. H. Rassell, Ang. C. Downing, John J. Antor, Jr., John Steward, Jr., G. B. Lamar, Fred. A. Delano, Robert B. Minturn, Wun. H. Aspinwall James C. Bell, Reuben Withers, wm. B. Duncan, Daniel Drake Smith, Edward C. Center, Chas. H. Russell, Fred. G. Foster, Josiah Oakes, Robert S. Hone, President.

The People's FIRE INSURANCE

THE PEOPLE'S FIRE INSURANCE COMPANY of the CITY of NEW-YORK, estab-Eshed in 1851, at No. 173 Canal-st.; Branch Office, No. 92 Broadway, next corner of Well-st., opposite Trinity Church— Inente Buildings, Marchandise, Household Furnitare, Vessels in Fort and their Cargoes, &c., against loss or dam-age by fire. JEREMIAH TERRELL, President. Mosks G. Leonard, Secretary. George Paulding, Surveyor.

Copartnership.

DISSOLUTION of PARTNERSHIP.—The subcribers, under the name and firm of STEVENS &
PARTICUE, have this day dissolved, by mutual consent.
New York, Nor. 0, 1000. PAYID STEVENS.
P. S.—The debts and accounts of the late firm of Stevens
& Paddock will be settled by David Stevens.
DAVID STEVENS.

DISSOLUTION of COPARTNERSHIP.—
The copartnership heretofore existing under the same of N. P. B. CURTISS & Co. is this day dissolved by mutual consent. All accounts of the Company to be settled by N. P. B. CURTISS, at No. 447 Broadway.—New.York, HORACE WATERS.
N. P. B. CURTISS.

IMITED PARTNERSHIP formed this day by EDWARD STAPLETON and CEPHAS H. NOR-ON:
First—The name or firm under which said partnership is to
conducted is EDWARD STAPLETON.
Second—The general nature of the business to be transted is the manufacturing and dealing in Hats, Caps. Straw

Goods, &c.

Third—The name of the general partner interested therein

EDWARD STAPLETON, who resides in the city of

New-York, and the name of the special partner is CEPHAS

H. NORTON, whose place of residence is also the city of

New-York.

Fourth—The amount of capital which said special partner

be contributed to the common stock is Twenty-live Thousand

New York.

Fourth—The amount of capital which said special partner bacontributed to the common stock is Twenty-live Thousand bollars, in cash.

Fifth—The said partnership is to commence on this twelfth day of October, 12-2, and to terminate on the lat day of January, 18-26.

New-York, Oct. 12, 18-32. CEPHAS H. NORTON.

Painting, &c.

ZINC PAINTS—Warranted Pure.—The NEW-JERSEY ZINC CO., Warehouse No. 45 Dey-m., are prepared to supply their Zinc Paints at the follow-ing prices:

a, are prepared to supply their Zinc Paints at the following pieces:

No. 1 White, ground in oil, Sc. per pound.
No. 2 White, ground in oil, Sc. per pound.
No. 3 White, ground in oil, Sc. per pound.
No. 3 White, ground in oil, Te. per pound.
Brown and Bisck, ground in oil, Mc. per pound.
Brown and Bisck, ground in oil, Mc. per pound.
Dry White of Zinc. Sc. per pound.

After therough test in Europe and the United States, has been found to retain its beauty and protective qualities longer than any other paint. For whiteness and brilliancy it is univaled; it is free from all poisonous properties accammon and dangerons in other pigments; will cover—equal weight—from the following per cent, more space than lead, and is therefore much cheaper to the customer. As an inside paint, it will not turn yellow, even when exposed to the sulphurous passes of coal fires or the foul air of ships. Their White Zing ground in varnish produces the porcelain finish. Their BROWN AND BLACK ZINC PAINTS
In a few hours form a hard and solid metallic coaring upon wood, brick, iron and other metallic surfaces, and are remarkable for their fire-proof properties. They are specially slapted for marne purposes, having been found to resist the curroding action of salt water, so destructive to other paints.

Dealer supplied on liberal terms by
MANNING & SQUIER, Agents, No. 45 Dey-st.

Money Wanted and to Loan.

\$22.000 WANTED—On Real Estate per cent. interest. Inquire of EDWARD A. FRASER, No. 130 Orchard st., before 10 o'clock A.M.

\$4,500 - WANTED to loan upon bond and mortgage at 7 per cent on improved city property. Real Estate purchased and sold. Loans of keted and titles perfected at reasonable rates.

FRANCIS J. KENNEDY,

Conveyancer and Real Estate Broker.

COAL.—The subscriber has in yards, and is constantly discharging all the various kinds of Anthrasite and Bituminous Coals, viz: Peach Orchard, Black Heath, Lehigh, Liverpool Orrell, Cannel, Sidney, &c., &c., all of the very best quality, delivered in handsome order, and for sale low.

JAMES L. WORTH,

4th-4t., cor. Thompson, and 6th-av., cor. Aunos.

Down-town office No. 52 Wall-st.

LACKAWANNA COAL.—The Delaware
and Huden Canal Company are receiving orders for
Lackawanna Coal, clean and in good condition for steam, shipping or manufacturing purposes, by the cargo or smaller quantity, deliverable either at Rondont or in the harbor of

New York, from their boats or by carts.

Apply at the office of the Company, No. 31 Wall-st., or at their yards, foot of Hubert-st., corner of King and Green. wich sts.; cor. of Goeveneur and Front-sts., New-York, and in Furman-st., near the foot of State-st., Brooklyn.

PITTSTON COAL-THE PENNSYLVA NIA COAL COMPANY is prepared to furnish superior White Ash Pittston Coal, of all sizes, clean and in good order, suitable for steam shipping, and domestic purposes from its boats or yards in this city, Williamsburgh, and

The Company's facilities are such as to enable it to give good dispatch to vessels loading at New-York or at Port Particular attention given to the delivery of Coal for do-

Apply at the office, cor. Broadway and Wall-st., or yards, West, near Morton-st.; cor. 14th-st. and 9th-av. and foot of Couvernour st., city. Foot of North 10th st., Williamsburgh, Stot of Gold-st., Brooklyn.

ORRELL COAL and SCOTCH CANNEL. The subscribers have in yard Blundell's best Orrell
Coal and Scotch Cannel, which they will sell low to dealers
or consumers. Also, Red Ash Coal of the best quality: Lehigh, White Ash, Schuylkill, English Cannel and Halliburtou's best Orrell. Apply to
SAML. THOMPSON & NEPHEW,
No. 43 Gold-st. and cor. Suffolk and Rivington-sta.

DITTSTON COAL-The Pennsylvania Coal DITTSTON COAL—The Pennsylvania Coal
Company is prepared to deliver to families in any part
of this City, Brooklyn and Williamsburgh, from its Canal
Boats and several yards, the various sizes of its Pintaton
Coal, which is a superior Anthracite for domestic use. Apply
at the yards, corner of leth-st, and leth-sv, West-st, near
Morton, at the foot of Governeur-st. East River; foot of
North 16th-st, Williamsburgh; foot of Gold-st. Brooklyn,
or at the office of the Company, corner of Brooklwa, and
Wallest. The Coal will be delivered at \$4.75 per tun, of
2,000 lbs., from the Canal Boats, and \$5.25 re-screened from
the yard.

RED ASH COAL.—Egg, stove and nut-size pure Red Ash; also Lehigh egg and stove-size screened and delivered from yard at the lowest market price. Yard No. 27 Franklinest. JAMES AITKIN.

Professional Notices.

U. S. PASSPORTS for all parts of the world—indispensable to travelers—issued by J. B. NONES, Notary, No. 66 Broadway. WILLIAM ARNOLD, M. D., Dentist, has

Ocean Steamers, &c.

FOR CHARLESTON, SAVANNAH and FLORIDA.—Semi-Weekly U. S. Mail Line.—The new and fast-going steamer UNION, R. Adams, commander, will leave Pier No. 4 North River on SATURDAY Nov. 20, at 3 o'clock, P. M., precisely. For freight apply on board, where all bills of lading will be signed, and for resemest the office. for passage at the office of
SPOFFORD, TILESTON & CO., No. 43 South st.

Savannah passengers ticketed through without further charge. Through tickets to Florida as follows: To Jackson-ville, \$31; to Pilatka, \$53.

B. MAIL STEAMSHIP COMPANY—
did steamship CRESCENT CITY, H. R. Davenport, U.S.N.
Commander, will sail from the pier at the foot of Warrent,
N. R., on SATURDAY, Nov. 27, at 2 o'clock, P. M., pre-

sely.

RATES OF PASSAGE TO HAVANA AND NEW-ORLEANS.

Lodice' and After-Saloon Berths.

Scenad Cable.

So Sicerage.

Specie only taken on freight to Havana.

Freight taken to New-Orleans at 50 cents per cable foot.

Shippers of freight are requested to supply themselves with the Company's bills of lading, which may be had on phication at the office. No other form will be signed. No like of lading signed after 12 o'clock on the day of sailing. or freight or passage, apply to For freight or passage, apply to M. O. ROBERTS, No. 177 West-st., cor. Warren.

A USTRALIA.—The splendid clipper ship ber 20. No other ship patting by a SATURDAY, November 20. No other ship put up for Australia was ever filled with passengers in so short a time, the majority of the hearth laving ber a manged before they were famished. It will not seem invisions, therefore, to assert, that in all the essentials of room, light and ventilation, this beautiful ship is immeasurably superior to any other now in port. These are facts. For passage, apply to J. B. SARDY, No. 58 South-st., or on board, pier No. 14, foet of Wall-st.

A USTRALIA.-CLIPPER LINE for MEL-A USTRALIA.—CLIPPER LINE 107 MELLA
BOURNE, PORT PHILLIP and SIDNEY.—The
new A 1 clipper-ship GLANCE, E. C. Taylor, master, will
sail for the above ports Dec. 4. Her unequaled accommoshations for first and second cabin pass-ngers, and the reputation which this line has for dispatch, is a sufficient guaratee to parties bound to Australia to embark in this ship, in
preference to any others bound for that port. Apply to
WM. T. DUGAN, No. 43 Front-st., or to
ELLIOT, ARKELL & Co., No. 145 Pearl-st.

FOR AUSTRALIA DIRECT.—New-York and Canada Dispatch Line.—The beautiful A I clipper packet-ship BOTHNIA, James A. Avery. Commander, 1,000 tuns burden, and only 5½ years old, will sail for the above port about the 25th of November. This splendid ship having made one very successful voyage to California, and her commander having great experience in the Australian trade, persons engaging may expect a very short passage; her between decks are very high, and thoroughly ventilated, ard fitted up with Sine Rooms for the connort of families or single persons. An experienced surgeon will accompany the ship, with other proper attendants. All persons about taking passage are respectfully invited to examine for themselves before engaging elsewhere, on board, Pier 22 East River, or to BUTLER BROTHERS, Nos. 163 and 118 South-st., N. Y.

LOR SAN FRANCISCO.-The new and More san Francisco.—The new and magnificent elipper ship SIROCCO, Capt. Join L. Sacford, will sail from from New-York about the 1st of JANUARY. Persons about proceeding to California via Cape Horn, will find this ship the most desirable conveyance ever offered. She is 2,000 tuns burden, a full three-decker, and has been arranged expressly for the Pacific and East India trade, with cabins of unusual extent and splendor, superior to those of the best European packet ships. Early application is necessary for passage, as a limited number will be taken.

For freight or passage, apply to
J. S. OAKFORD, No. 92 Wall-st

PACIFIC MAIL STEAMSHIP Co.—For RIO JANEIRO, VALPARAISO and PANAMA.—The splendid new steamer JOEN L. STEPHENS, (2,500 tuns burden.) Robt. H. Pearson, Commander, will be dispatched for the above ports, on or about the 5th DECEMBER. For passage only, having superb accommodations, apply at the effice of the sompany, No. 5t South-st.

THE SHORTEST and CHEAPEST ROUTE.—VANDERBILT LINE.—FOR SAN FRANCISCO.—Only line giving tickets for crossing the Isthmus!—The new double-engine steamship STAR OF THE WEST, 2,000 clun, will leave from Pier No. 2 North River, at 3 o'clock P. M., precisely, on SATURDAY, Nov. 20, for San Juan del Norte direct, connecting with the PACIFIC steamer over the Nicaragua Transit Route, having but twelve miles of land transportation.

These steamers are unsurpassed in their accommodations and ventifation.

For information or passage, apply only to

For information or passage, apply only to D. D. ALLEN, Agent, No. 9 Battery-place, up stairs

NEW-YORK and SAN FRANCISCO NEW-YORK and SAN FRANCISCO STEAMSHIP LINE—THROUGH to SAN FRANCISCO at REDUCED RATES—NO DETENTION on the ISTHMUS—The new and splendid steamship UNITED STATES, Wm. C. Berry, Commander, will leave New-York for ASPINWALL, Navy Bay, FRIDAY, November 19, at 11 o'cleck A. M., precisely, connecting at Panama with the new double engine steamship CORTES, 1,300 tuns, Thomas B. Cropper, Commander, which steamship leaves Penama on the arrival of the passengers by the UNITED STATES, for San Francisco, etopping only at Acapulco for supplies. This line has never failed to connect at the appointed time.

These versels, in accommodations, ventilation, speed and safety, are unsurpassed. An experienced physician is attached to each steamer.

Passengers will be landed on the whart at Aspinwall, and take the Pauama Railroad.

Passengers are cautioned, that all tickets for this line, must bear the signature of the undersigned, and that no other parties are aut'orized to sell-tickets at New-York. Apply to DAVIS, BROOKS & Co., No. 26 Broadway, N.Y.

UNITED STATES MAIL STEAMSHIP

THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships composing this line are the following:

ATLANTIC, Capt. West. PACIFIC, Capt. Nye. ARCTIC, Capt. Luce. BALTIC, Capt. Countook.

ADRIATIC, Capt. Uses. PACIFIC, Capt. Countook. ADRIATIC, Capt. Grafton.

These ships have been built by contract, expressly for Government service. Every care has been taken in their construction, as also in their Engines, to insure strength and speed, and their accommodations for passengers are unequaled for elegance and comfort. Price of passage from New-York to Liverpool in first-class cabin §130; in second 60. \$70; exclusive use of extra-sire state rooms, \$300; from Liverpool to New-York, \$30 and \$20. An experienced surgeon attached to each shin. No berth secured until paid for.

FROM SEW-YORK.

Saturday. Sept. 4, 1832

Wednesday. Sept. 2, 1832

Saturday. Oct. 2, 1832

Wednesday. Sept. 2, 1832

Saturday. Oct. 6, 1832

Wednesday. Nov. 3, 1832

Wednesday. Nov. 3, 1832

Wednesday. Nov. 1, 1832

Saturday. Nov. 1832

Wednesday. Nov. 1, 1832

Saturday. Dec. 11, 1832

Wednesday. Dec. 1, 1832

Saturday. Dec. 2, 1838

For ireight or passage apply to

EDWD K. COLLINS & Co. No. 36 Wall-4t, N. Y.

reight or passage apply to
EDWD & COLLINS & Co., No. 36 Wall-st., N.Y.
BROWN, SHIPLEY & Co., Liverpool.
E. G. ROBERTS & Co., No. 13 King's Arms Yard,

JOHN MUNROE & Co., Rue Notre Dame des Vio-tories, Perist: or, GEO. II. DRAPER, Havre. The owners of these ships will not be accountable for gold, giver, bullion, specie, jewelry, precious stones or metals, un-less bille of lading are signed therefor, and the value thereof therein expressed.

FOR LIVERPOOL—Packet of 20th NO-VEMBER.—The new and magnificent packet-ship ORIENT, Capt. F. M. French, will sail as above, her regular day. For freight or passage, having superior accommode-ness, apply on board at pier No. 13 East River, or to SPOFFORD, TILESTON & Co., No. 48 South-st.

STEAM BETWEEN NEW-YORK and

FOR LIVERPOOL-United States Mail Steamship PACIFIC, Captain Erra Nya.—This stand-ship will depart with the United States mails for Europe, positively on SATURDAY, Nov. 27, at 12 o'clock M., from her berth at the foot of Canal-st. No berths secured till paid for. For freight or passage, having unequaled accommoda-tions for elegance and comfort apply to EDW. K. COLLINS & CO., No. 56 Wall-st. Passengers are reconsected to be on heard at 114 A. M. The

FOR LIVERPOOL—Dramatic Line— Packet of 25th NOVEMBER.—The splendid and lavor-ite Packet-ship, GARRICK, Capt. Thos. Walker, will sail as above, her regular day. For freight or passage, having fine state-room accommodations, apply on board at P.er No. M. Feat River, or to. SPOFFORD, TILESTON & Co., No. 48 South-st.

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS from NEW-YORK to LIVERPOOL—Chief Cabin Passage, \$120; Second Cabin Passage, \$20.

From BOSTON to LIVERPOOL—Chief Cabin Passage, \$100; Second Cabin Passage, \$35. The ships from Boston call at Hahfar.

\$100; Second Cahin Passage, \$35. The ships from Boston call at Hahfay.

ARABIA, Capt Judking,
PERSIA, Capt Ryne,
ASIA, Capt Ryne,
ASIA, Capt Ryne,
ASIA, Capt E. G. Lott.
CANADA, Capt Leitch.
ASIA, Capt Harnson.

NIAGARA, Capt Stone.
These vessels carry a clear white light at mast-head, green on starboard bow, red on port how.

AFRICA, Harnson, fm. SEW YORK, Wednesday, Nov. 17.
CANADA, Lang, from BOSTON, Wednesday, Nov. 24.
ASIA, Lott, from NEW-YORK, Wednesday, Dec. 15.
AMERICA, Shannon, from BOSTON, Wednesday, Dec. 15.
AMERICA, Harnson, fm. NEW-YORK, Wednesday, Dec. 22.
AFRICA, Harnson, fm. NEW-YORK, Wednesday, Dec. 22.
CANADA, Lang, from BOSTON, Wednesday, Dec. 22.
CANADA, Lang, from BOSTON, Wednesday, Jan. 5, 1353.
ARABIA, Judkins, fm. N. YORK, Wednesday, Jan. 12, 1853.
AMERICA, Shannon, fm. BOSTON, Wednesday, Jan. 19.
Berths not secured until paid for.
An experienced Surgeon on board.
The owners of there ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor, and the value thereof therein expressed.
For freight or passage apply to

For freight or passage apply to E. CUNARD, No. 4 Bowling-green. WINTER ARRANGEMENT.—The LIV-

WINTER ARRANGEMENT.—The LIVERPOOL and PHILADELPHIA STEAMSHIP
CO. intend sailing the favorite steamships as follows:
TUS.
CITY OF MANCHESTER. 2,125, Capt Robert Leitch.
GITY OF GLASGOW. 1,610, Capt William Wylie.
FROM FRILADELFRIA.
CITY OF GLASGOW. Saturday, Nov. 20, 1832
CITY OF MANCHESTER. Thursday, Jan. 6, 1833
CITY OF MANCHESTER. Thursday, Jan. 6, 1833
CITY OF MANCHESTER. Thursday, Mar. 31, 1830
CITY OF MANCHESTER. Thursday, Mar. 31, 1830
CITY OF GLASGOW. Thursday, Mar. 31, 1830
CITY OF GLASGOW. Wednesday, Dec. 8, 1832
CITY OF GLASGOW. Wednesday, Jan. 5, 1833
CITY OF GLASGOW. Wednesday, Jan. 5, 1833
CITY OF MANCHESTER. Wednesday, Jan. 5, 1833
CITY OF MANCHESTER. Wednesday, Mar. 2, 1833
CITY OF MANCHESTER. Wednesday, Mar. 30, 1823
RATES OF PASSAOE.
FROM PHILADELFRIA.
Saloon efter Staterooms. 200 Saloon after Staterooms. 200 Saloon after Staterooms. 200 Saloon after Staterooms. 2015
— forward 56 midship 15 5 forward 18 midship 18 5 forward 19 form Inhadelphia and Liverpool, and found in provisions. From Inhadelphia and Liverpool, and found in provisions. From Inhadelphia and Liverpool, and found in provisions. From Inhadelphia and Liverpool, and found in provisions.
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From Inhadelphia and Liverpool, and found in provisions.
From Inhadelphia and Liverpool, and found in provisions.

Freight 60: per tun; coarse goods, hardware, &c., will be taken subject to agreement.

An experienced Surgeon will be carried on each ship.
Smell drafts drawn at sight on England and Ireland.
For freight or passage apply to
THOMAS RICHARDSON, No. 41 Exchange-place, N. Y.,
and No. 9 Walnut-st., Philadelphia.
BICHARDSON BROTHERS & Co., Liverpool.

RICHARDSON, BROTHERS & Co., Liverpool. REMITTANCES-PASSAGES.-BOW.

DEMITTANCES—PASSAGES.—BOWLearning of Man, Grinnella & Co, No. 83 Southest, NewYork, sole and only authorized Agents for the SWALLOWTAIL LINES of PACKET SHIPS.
LIVERPOOL FACKETS sail every
and 21st of every month.
LIVERPOOL,
CONSTITUTION,
NEW WORLD.
QUEEN OF THE WEST.
CONSTANTINE.
ALBERT GALLATIN,
ASHBURTON,
NEW SHIP.
Persons wishing to send for their friends, and desirous of
bringing them out by any of the above magnificent ships, are

mnormed that Mesers. BOWMAN, GRINNELL & Co. are
the only Agents for the above ships in this city.

They also issue Drafts from £1 and upward, which are
payable at sight in any tewn through Ireland and Great
Britain.

BOWMAN, GRINNELL & Co.,
No. 83 South-st., N. Y., and Regent's-road, Liverpool.
Liverpool Packets leave New-York 6th and 21st of each
month.

London Packets leave New-York every alternate Thursday.

GOLD MINING.—A Public Exhibition of Washing Gold with Buffam's Perfected Gold Separator is given at 10 c'clock every morning, at the Gold Mining Dep6t, No. 8 Battery-place, next door to the office of the Nicarsgua Line of California Steamers.

Steamboats and Railroads.

FREIGHT NOTICE .- On and after the The Lose of navigation on Lake Champlain, Freight will be forwarded from New-York, every day, by steamer TRAVELER, at Peck-slip, in connection with the Vermont Veilley, Vermont Central and connecting Railroads to Vermont, in two days: to Ogdensburgh and Montreal in four days. This is positively the cheapest and most expeditions winter route to Vermont, Northern New-York and Canada.

F. HYDE, Agent, No. 132 South-st., N. Y.

FOR SHREWSBURY, HIGHLAND DOCK,
OCEAN HOUSE, (Long Branch.) PORT WASHINGTON, MOUNTS DOCK, BROWN'S DOCK, (Middictown.) and RED BANK.—The new and splendid steemboat THOMAS HUNT. Capt. A. H. Hagerty, will leave
the New-Haven Pier, Peck-slip, East River, as follows:
FROM NIKE-YORS.

THOR SIREWSELLY
Tureday, Nov. 12, 9 A. M.
Wednesday, Nov. 13, 9 A. M.
Wednesday, Nov. 14, 9 A. M.
Wednesday, Nov. 18, 11 A. M.
Friday, Nov. 19, 11 A. M.
Thursday, Nov. 23, 4 P. M.
Thursday, Nov. 23, 4 P. M.
Saturday, Nov. 23, 5 A. M.
Thursday, Nov. 27, 8 A. M.
Friday, Nov. 28, 7 A. M.
Saturday, Nov. 27, 8 A. M.
Thursday, Nov. 28, 7 A. M.
Thursday, Nov. 28, 19 P. M.
Starday, Nov. 27, 8 A. M.
Thursday, Nov. 28, 19 A. M.
Thursday, Nov. 39, 10 A CORSHREWSBURY, HIGHLAND DOCK,

FOR BOSTON, via NEWPORT and FALL RIVER.—The splendid and superior steamers BAY STATE, Capt. Wm. Brown, and EMPIRE STATE, Capt. Benjamin Brayton, leave on alternate days, (Sundays excepted.) from Pier No. 3, N. R., near the Battery, at 4 P. M. For freight, apply on board, or at the office on Pier No. 3.

TISDALE & BORDEN, Agents, Nos. 70 and 71 West-st.

REGULAR MAIL LINE, vià Stonington, REGULAR MAIL LINE, via Stonington, for BOSTON, PROVIDENCE, NEW-BEDFORD and TAUNTON—The steamers C. VANDERBILT and COMMODORE, of this line, now run regularly as heretore, alternately, leaving Pier No. 2 North River, first wharf above Battery-place, daily, Sundavs excepted, at 4 P. M. and Stonington at 8 o'clock P. M., or on arrival of mail rain, which leaves Boston at 5 P. M.

The steamer PEBRY leaves Providence for Newport, daily, except Sundays, at 2 P. M. New-Bedford and Taunton passengers proceed immediately on the arrival of the mail train at Mansfeld.

For freight or passage, apply at the office, No. 16 Battery-For freight or passage, apply at the office, No. 16 Battery-place, or on board the boats.

WINTER ARRANGEMENTS.—NEW-YORK and HARLEM RAILROAD.—Three Daily Lines to and from Albany. Fare, \$1.50. The trains leave City Hall Station, corner Tryon-row and Centre-st., daily, (Sandays excepted.) as follows:

Int Train, 7.30 A. M. Way-mail Train, stopping at all Way Stations. Way Stations.
2d Train at 9 A. M. Express Train, stopping at Croton-Falls, Dover Plains, Hillsdale and Chatham Four Comers.
Sd Train, S.45 P. M. Express Train, stopping at Croton
Falls, Dover Plains, Millerton, Hillsdale and Chatham
Four Corners. Returning, will leave East Albany at 8 and 11 A. M. and 4 P. M. M. SLOAT, Superintendent.

DANBURY and NORWALK RAILROAD. DANBURY and NORWALK RAHLROAD.

-On and after Sept. 23, the following trains will

1.6.45 A. M., with passengers, connecting at South Norwalk, with the New-York and New-Haven 7 A. M. train
for New-York, at 8.69 A. M.

2.5.15 P. M., with passengers and freight, connecting with
the New-York and New-Haven 35, 4.20 P. M., at 5.35 P. M.

Trains to Danbury will leave South Norwalk:

1.9.20 A. M., with passengers and freight, receiving passengers from the New-York and New-Haven 7 A. M. train
from New-York and New-Haven 3.50 P. M. Express
from the New-York and New-Haven 3.50 P. M. Express
train from New-York and New-Haven 3.50 P. M. Express
train from New-York and the 4.20 accommodation train
from New-Haven. HARVEY SMITH, Superintendent.

Danbury, Sept. 20, 1852.

CENTRAL RAILROAD of NEW-JER-CENTRAL KAILROAD of NEW-JER-SEY.—New-York to Easton, Pa. Fare \$175.—Fail Arrangement, commencing November 15, 1852. Leave Pier No. 1 North River daily, for Easton and intermediate places at 8 A.M., 12 M., and 3.45 P.M., and for Somerville at 4.65 P.M. Returning, leave Phillippburg at 6 and 9 A.M. and 3.15 P.M.

CAMDEN and AMBOY RAILROAD for PHILADELPHIA, from Pier No. 1 North River, foot of Battery-place, by steamboat JOHN POTTER.—Two hues daily. Morning Line leaves at \$ A.M.; Afternoon Express Line at 2 P.M.; through to Philadelphia in 4 hours.—Fare, lat class cars, \$5; 2d class line, by 2 P.M., only \$2. Returning, leave Philadelphia from foot of Waluntet at \$ A.M., and 2 P.M. Emigrant Line by steamboat ATLAS, from Pier No. 1, at 4 P.M. Fare \$1.50.

NEW-TORK and NEW-HAVEN RAIL-ROAD.—WINTER ARRANGEMENT.—November 1, 1852.

—Trains out of New-York—Accommodation and Special—at 7 and 114 A. M., 4 and 5 P. M., through to New-Haven. At 8.10 A. M. and 6 P. M., for Port Chester.

The 114 A. M. runs in connection with train from New-Haven to Harriford and Springfield, and with train over the Canal Road.

EXPRESS TRAINS AT A. M. and 34 P. M. for New-Haven.

Canal Road.

Express Trains at 2 A. M. and 3 P. M. for New-Haven. Hartford, Springfield, Worcester and Boston, Connectiont River and Vermont Railroads. These trains connect at New-Haven with trains of the New-London Road, to New-London, Norwich, Stonington and Providence.

The 8 A. M., stops at Stamford and Bridgeport, connecting with Housatonic and Nangatuck Railroads at Bridgeport. The 3 P. M., stops at Stamford, Norwalk and Bridgeport, connecting with Daublury Railroads at Bridgeport. Trains into New-York—Accommodation and Bridgeport. Trains into New-York—Accommodation and Special—at \$4, 7 and 9.35 A. M., and 4.30 P. M., through from New-York—Railroads at Marketing and Special—at M., and 9.35 A. M., and 4.30 P. M., through from New-York—Railroads at Special—at M., and 4.30 P. M., through from New-York—Railroads at Special—at M., and 4.30 P. M., through from New-York—Railroads at Marketing A. S. A. M., and 4.30 P. M., through from New-York—Railroads at Marketing A. S. A. M., and 4.30 P. M., through from New-York—Railroads at Marketing A. S. A. M., and 4.30 P. M., through from New-York—Railroads at Marketing A. S. A. M., and 4.30 P. M., through from New-York—Railroads at Marketing A. S. A. M., and 4.30 P. M., through from New-York—Railroads at Marketing A. S. A. M., and 4.30 P. M., through from New-York—Railroads at Marketing A. S. A. M., and 4.30 P. M., through from New-York—Railroads at Marketing A. S. A. M., and 4.30 P. M., through from New-York—Railroads at Marketing A. S. A. M., and 4.30 P. M., through from New-York—Railroads at Marketing A. S. A. M., and 4.30 P. M., through from New-York—Railroads at Marketing A. M. A. M.

A 7 And 9.55 A. M., and 2.45 P. M., from Port Chester.

At 54 A. M. and 2.45 P. M., from Port Chester.

The 9.35 A. M. receives passengers from Springfield and Hartford. New-London and Canal Railrosis, at New-Haven. The 4.26 P. M. receives passengers from Hartford and Springfield and Northern Railrosis.

EXPRESS TRAINS leave New-Haven on arrival of trainform Boston at 18 and 2.50 P. M., (stopping at Bridgeport, Norwalk and Stamford;) leaving Boston at 8 A. M. and 34 P. M. Trains of the New-London Road run in connection.

tion.

See large bill of advertisement at the Station-House and principal hotels. GEO. W. WHISTLER, Jr., Sup't. New-Haven, November, 1852.

NEW-HAVEN and NEW-LONDON RAIL-ROAD.—SUMMER ARRANGEMENT.—On and after WEDNESDAY, Aug 18, 1852, Trains will run as fol-

Accommodation Train for New-London, stopping at all stations.

Leave New-London at 6.30 A. M., Accommodation Train
for New-Haven, stopping at all stations 10.40 A. M., Express Train for Lynne, Connecticut River, Guilford and
New-Haven, "Passengers leaving Newport, Providence and
Stomington in the morning, on erriving at New-London,
take this train for New-York, 3.30 P. M., Accommodation
Train for New-Haven, stopping at all stations.

The 11.25 A. M. Express Train from New-York
The 5.55 P. M. Accommodation Train fer New-Haven
on the arrival of the 3.50 P. M. Express Train from New-York
The Trains leaving New-London at 6.30 A. M. and 10.40
A. M., connect at New-Haven with New-York Trains at
9.355 A. M. and 1.15 P. M.
Passengers by the 3.30 P. M. Train from New-London, can
take the Express Trains at New-Haven for Hartford and
Springfield, for New-York, the same evening.

take the Express Trains at New Havening.

Springfield, for New-York, the same evening.

New-Haven, August 17, 1852.

New-Haven, August 17, 1852. HUDSON RIVER RAILROAD.-Fall Ar-

NEW-YORK and ERIE and CANANDAI-EW-YOKK and EIMIRA RAILROAD.—Fall Arrangements.
Trains leave New-York and Eric Railroad Pier (foot of Duane-st.) as follows:
Mail Train at 8 A. M., arrives at Elmira at 10 P. M., stays over night and leaves at 8 A. M. for Canandaigus, Rochester, Buffalo, Nisgara Falls, and all the principal towns in Western New-York and Canada.

ern New-York and Canada.

Night Express at 5 P. M., directly through to Cananda gua and all places above mentioned. Passengers by this train take breakfast in Elmins. Freights for the above places will be taken by Express Freight Tenna at 5 P. M.

WILLIAM G. LAPHAM, Sup't, C. and E. R. R.

NEW-YORK and ERIE RAILROAD.—
Trains leave pier foot of Duane-st. as follows:
Expers Train at 3 A.M. for Dunkirk, connecting with first-class steamboats for Cleveland, Sandusky, Toledo and Monroe, and railroads to Cincinnati and Chicago.

MAIL TRÂIN at 8 A.M. for all stations.
WAY TRAIN at 8 A.M. for all stations.
WAY TRAIN at 8 S.P.M., via Piermont, for Delaware.
NIGHT EXPRESS TRAIN at 5 P.M. for Dunkirk, connecting with first-class steamboat for Detroit direct, connecting with Express Train for Chicago.

EMIGRANT TRAIN at 5 P.M. via Piermont.
CHAS, MINOT, Superintendent.

NEW-JERSEY RAILROAD.—NEW-YORK and PHILADELPHIA, direct.—U.S. MAILENPRESS LINES—Through in 4 hours—New-Jersey Railroad, via Jersey City, leaving New-York at 6 and 9 A. M., and 54 P. M., from foot of Courtlandest. Leaves Philadelphia same hours, foot of Walnut st. Fare reduced to \$3 for first class and \$2 50 for second-class.

BALTIMORE, WASHINGTON and CHARLESTON through tickets sold in the above lines, and through baggage carried in the \$4 P. M. Hnes from New-York, with through Conductors. Passengers with baggage cross the lerry 15 minutes before the trains leave.

MICHIGAN SOUTHERN and NORTH-MICHIGAN SOUTHERN and NORTHRN INDIANA RAILROADS.—GREAT MAIL
ROUTE TO CHICAGO.—On and after MONDAY, May 31
—until further notice—passenger steamers and trains will
ron as follows:

EXPRESS STEAMERS and TRAINS GOING WESTWARD.—One of the first-class steamers, SOUTHERN
MICHIGAN, NORTHERN INDIANA or EMPIRE
STATE, will leave Buffalo daily, Sundays excepted, at 9
P.M., and Dunkirk at 12 at night, reaching Monroe at 7
P.M., and Dunkirk at 12 at night, reaching Monroe at 7
P.M., and proceeding to Toledo the sume afternoon.
An express train will leave Monroe at 2
P.M., or on the
arrival of the boat, daily, Mondays excepted, reaching Chicago the same evening, and connecting at Chicago with firstclass steamers for Milwankee and other ports on Lake Michigan, and with Canal packets and Railroads westerly from
Chicago.

Chicago.

ENPRESS TRAINS and STEAMERS GOING EAST-WABD.—Express trains will leave Chicago at 9 P.M., daily, Saturdays excepted, and reach Monnes at 35 next morning. An express steamer will leave Toledo every morning, except Sunday, and leave Mourose on arrival of the trains from Chicago—and reach Dunkirk and Buffalo several hours previous to the time for the first Express trains east from New-York, Albany and Beston.

The steamers and trains at Monroe will connect each way walks heat for Detroit and Toledo.

The steamers and trains at Monroe will connect each way regular boats for Detroit and Toledo.

ACCOMMODATION MAIL TRAIN GOING WEST-WARD.—This train will leave Toledo daily, Sundays excepted, at 8 A.M., connecting at Toledo with a line of steamers from Cleveland and Sandusky, and stopping at all the way stations, will reach Chicago at 8 j. P.M.

GOING FASTWARD.—Leave Chicago daily, Sundays excepted, at 8 j. A.M., stopping at all stations, and arriving at Toledo at 9 P.M., connecting with steamers to Sandusky and Cleveland, and arriving there in time for all the morning trains from those places.

A packet-boat leaves Toledo at 8 A.M. for Fort Wayne and ports on the Wabash Canal.

JOS. H. MOORE,
Adrian, June 1, 1852.

Superintendent.

Aledical.

A N OBSTINATE SKIN DISEASE CURED A N OBSTINATE SKIN DISEASE CURED by HOLLOWAY'S OINTMENT and PILLS.—Mr. Fishing, late of Broad-st. Bath, suffered for many years from a severe scorbutic disease, which affected his hands to such a descree that for months together he was smalle to work at his business. He consulted nearly all the faculty of the place, and for a long time used the Bath Waters, which are so celebrated for the cure of cutaneous disorders, but the virulence of the complaint remained unabated. He first the description of the main that he has had no return of the malady for more than two years.

Sold by all venders of medicines in the United States, in pots and boxes, at 57½ cents, 57½ cents, and \$1.50 cach; and wholessle by the principal drug houses in the United States, and by Mesers A. B. & D. SANDS, New-York, and by the proprietor, No. 244 Strand, Londor.

GREAT CURE for DYSPEPSIA.—Dr. HOUGHTON'S Pepsin or Gastric Juice, prepared from reunet. The natural remedy for this distressing complaint. Agenta, J. BALL & Co., No. 100 Nassan.et.

MONEY SAVED—A WARRANTED ARMONEY SAVED—A WARRANTED ARMICLE.—In offering to persons suffering from Chronic
Rheumatism, Colic, Dyeontery, Pains in the Limbs, Back or
Chest, Head-ache, Old Sores, Cuta, Burns, &c., Dr. ToBIAS Venetian Liniment, they need not fear purchasing it,
as their money will be returned it, on using it according to
directions, it does not give relief. Thousands have certified
to its pain-relieving properties. It is an internal as well as
an external remedy, and it is warranted harmless.

No family should be without it if they have children, as it
is a certain remedy for the Croup, and it is warranted to
cure Cholers if taken when first attacked.

Dr. ToBIAS expressly wishes it understood that any porson using his Liniment without obtaining relief can have
their money returned.

Price 25 cents and 50 cents. Depot No. 240 Greenwich-st.,
New-York.

DULMONARY CONSUMPTION.-From its PULMONARY CONSUMPTION.—From its having almost always beffled the most skillful mediosit treatment, it has very justly been termed the "Opprobrises of Physicians;" and, until within a few years, been generally considered incurable, although many medical men of the highest standing, among whom we may mention Leannee and his friend Bayle—both distinguished authors—admit that this much-dreaded disease may be cured, even its advanced stages, when the lungs are not completely disorganized. The remedy which we now offer, WISTAR'S BALSAM OF WILD CHERRY, for the cure of this disease, not only emanates from a regular Physician, but has also been well tested in all the complaints for which it is recommended. BRONCHITIS AND COUGH CURED.

BRONCHITIS AND COUGH CURED.

Boston, August 15, 1848.

Mr. S. W. Fowle—Deets Si.: Having been troubled for a considerable time with a bad cough and bronchial affection. I was induced to try a bottle of Dr. WISTAR'S BALSAM OF, WILLD CHERRY, which I san happy to say entirely removed the difficulty. I deem it but justice to say this much for the benefit of those who may be similarly affected. GEORGE H. DAVIS, firm of Hallett & Davis, Finno-Forte Manufacturers, Boston. I hereby certify that I am personally acquainted with Geo. H. Davis, Esq., and have the fullest combience in the above statement.

Formerly Practicing Physician.

Boston, August 15, 1843

P. S.—Such nestimony can be relied upon. Be careful of the article you have.

Boston, Argasz 15, 1848
P. S.—Such testimony can be relied upon. Be careful of
the article you buy. It must have the signature of I.
BUTTS on the wrapper to be genuine.
For sale, at wholesale or retail, by A. B. k. D. Šanda,
General Agents, No. 100 Fultonest; Thomas & Maxwell,
No. 56 William-st.; John Milhau, No. 183 Broadway; Astor
and Irving House Drug Stores, and No. 110 Broadway.

TRUSSES, Shoulder Braces, Female Supporters, Lace Stockings, Knee-Cap and other Bandagea, Spinal Supports, Instruments for Knock-Knees and Weekness of the Joints, and all kinds of Belts and Bandages; also Children's Trusses on hand and made to order, at Dr. GLOVER'S, No. 12 Ann-st., near the Museum.

Water Enre.

ORANGE MOUNTAIN WATER-CURE, SOUTH ORANGE, NEW-JERSEY.—Visitors to this it stitution take the Morris and Essex Railroad, at the foot of Courtlandt-st., at \$\frac{1}{2}\$ and \$12 M., and \$4 and \$ P. M. Returning, leave Water-Cure Station at 7 and \$\frac{1}{2}\$ A. M., and South Orange at \$\frac{1}{2}\$ and \$\frac{1}{2}\$ P. M.

THE SARATOGA SPRINGS WATER CURE is conveniently arranged, and now open for Winter treatment. The cold season is favorable. Every attention will be paid to the comfort of rations. Terms \$5 to \$10 per week.

N. BEDORTHA, M. D.

Legal Notices.

IN PURSUANCE of an order of the Surro-

N PURSUANCE of an order of the Surrogate A of the County of New York, notice to hereby given to all persons having claims against MARTIN SILBER, late of the City of New York, gentleman, decreased, to no see that

IN PURSUANCE of an order of the Surro-

IN PURSUANCE of an order of the Surro-

f demanded in the complaint.—Dated, New York, Nov. 11, 195 S lawforth R. H. BOWNE, Plaintiff a Attorney.

the appointment of Commissioners of Estimate and Assessment in the above entired matter, that the nature and extent of the comprove-ment becely introded is, the OPENING or ONE HUNDIERD and TWENTY THIRD STREET, from the Third seems to the new avenue on the cauterly side of Mount Morris square, as the Twelfth Ward of side City, as lade out on the map or plan of sail City, under and by sixtus of an act of the Legislature of the People of the State, entitled "As Act relative to Improvements tools into the hory garget and Roude in the City of New York, and for other gargoeses," passed April 2, 1977.—Dated, New York, October 32, 1852, 027 tail9 HENRY E. DAVIES, Counsel to the Corporation

CUPREME COURT.-PHILIP D. McCAR-CUPREME COURT.—PHILLIP D. McCAR—
THY and ROBERT C. ALLEN against WILLIAM MoGUIRE.
MARY GRIFFIN, Exect, &c., and others.—In presence of an ocder of this Court, the following described premises will be weld at the
Merchantal Exchange, in the City of New Properties of DAY of
NOVEMBER next, at 10 clock M. by ANTHONY J. BEAREGNER,
Fig. Anctoneer, all that certain lot, has e or parcel of Land, situate,
long and being on the westerly axis of Manison Av. between 31st and
23d sts., in the AVHITH Ward of the City of New York, and hounded
and described as follows, via Commencing at a point on the sud
westerly side of Manison av., distant firstly nine fost secon inches
northerly from the northwestery corner of Madisonav. and Just at,
these cruming northerly along the westerly side of Madisonav. Invany, four feet seven in kees; there exected yand parallel to Alst-t. and
through the center of the party wall standing one hair on the lot berefly converged and the other haif on the four next adjoining on the north
unerly five best; thence running southerly and parallel to Madison
av. twenty-Sour feet and seven inches, thence exactly and parallel
to Alst-of, and though the center of the party will standing onehalf on the list hereby conveyed and the other half on the follows
a jet of the above promises in part of the said westerly ride of
Madisonav, the place of beginning.—Dated New York, Oxbober 23,
1860.

ALLER & CARPRELL, All yes for Plas, 18 Wall R. CAREY, Referee.

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SUPREME COURT—City and County of New York. Edward Gallarher against William B. Larselece, James C. Church, John I. Bennet and J. Remae Blenaet —Summoos for a money demand on contract.—(Com. not see.)—To Will. II. and the complaint in this action, which was filed in the office of the City of the Cory and Centry of New York, on the twenty fifth day of September 1862, and to serve a copy of your answer to the said complaint in the subscriper, at his office, No. 6 Wall et, in the City of New York, within twenty days after the service of this said complaint on the vulneriner, at his office, No. 6 Wall et, in the City of New York, within twenty days after the service of this summinas on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plainteff in this action will take indigment against you for the sum of each bundled and servicty six dollars and twenty cents, with interest from the tenth day of January, one thousand eight hundred and fifty two, besides the costs of this action.—Dated, New York, February 13, 1802.

ct lawbar.

SUPREME COURT-LEVI S. CHAT-SUPREME COURT.—LEVI S. CHATDEFINIDATION OF General of the State of New York, ast. THE
PRESIDENT. DIRECTORS AND COMPANY OF THE CANAL.
BANK OF ALBASY.—In pursuance of an order of the Supreme
Court of the State of New York, made on the 28th day of May, 1860.
Its understand. Receiver of the Canal Bank of Albany, hereby gives
notice to the holders of the outstanding virtualising notes or bills of the
said Canal Bank, and to the persons holding the certificates given by
the undersymed as such Receiver for the balance remaining imped
on notes or bills surrendered on receiving the first devidend of axiy
per cent, that they are required to present the said notes or bills and
certificates for payment to the said Receiver, at his office in the City
of Albany, within two years from the date of this notice, or in default
thereof that they will be psecluded from the benefit of the fand provided for the payment of the said socies or bills and certificates, and
from all claim by reason of holding the said court for the benefit
of the other creditions of the said canal Bank in such insance as may
be because for the surface our venience of those holding the was hills and certificates, the Receiver has made arrangements
by which the same will also be paid on presentation to the Commer
can Bank in this sert.—Albany, June 1 1892. by which the same will also be paid on presentation to the Guamer tial Bank in the city.—Albany, June 1, 1892. ANDREW WAITE, Receiver.

THE PEOPLE of the STATE of NEW-TOEK, by the Grace of God Free and Independent.—To all persons interested in the extet of JOHN A. BERTRAM, her the City of New York, deceased, as creditors, legislate, next of kin or otherwise, send greeting: You and each of you are hereby closed and required personally to be and appear before our surregate of the County of New York, at his edition in the City of New York, or the 21st day of December, at 11 of one kin the foremore of dast lay.

the County of New York, at his office in the City of New York, on the 21st day of December, at 11 order, in the forecome of that day, then and there to affend the float settlement of free second of proceedings of Feter B. Firme, as Executor of the last will and testiment of rand decembed.

In restiment whereof we have caused the seni of office of said Surregate to be herevalto affired. Witness, ALEXANDER [1 a.] W. BRADFORD, Surregate of our said County, at the City of New York, the sinteenth day of June, in the year of Our Lord One Thousand Eight Hundred and Fifty Two.

all inwise Th.

The Northampton Gazette says: "Oliver Graves, aged 92; Justin Morton, aged 91; and Consider Morton, brother of Justin, aged 94, of Whately, were torn in the same house, votest for Gen. Washington, and have vided at every Presidential election, and voted for Gen. Scott at the recent election. We doubt whether another such remarkable trio can be found in the Common wealth. Col. Samuel Thompson, of Amberst, a revolutionary pensioner, over ninety years old, also voted for Scott."

NEW-YORK TRIBUNE.

FRANCE. Louis Napoleon and the Empire.

Pants, Thursday, Oct. 21, 1852. Panis, Thursday, Oct. 21, 1832.

The municipal authorities of the City of Agen had made preparations for receiving M. Bonaparte, which were in keeping with their enthusiasm and their salaries. Among other temporary structures with which they had decorated their city was a splendid trlumphal arch, under which "His Imperial Highness" was to make his entrance. At the top of the arch was the inscription, "He cell descrits it," and right under, hanging to a rope, was an imperial crown. Things stood thus when the wind began to blow somewhat violently; meanshile M. Benaparte was approaching; but just before his arrival the wind blew away the hanging crown, and when the Prince passed under the arch there only remained a big rope just above his head, with the inscription—he cell descrets it. Gentlemen, this sentiment, so well expressed.

ing no such thing," was M. Didot's reply. "Yes, yes," retorted the policemen, "and you are going to ask the Prefect of Police for a place in the cortege for some of your workmen, and buy a namer for them—at least the Prefect of Police expects you to do so, and you would not, I suppose, enter into a conflict with him?" "Of course not," said M. Didot, who remembered that the Prefect could withdraw his license as a printer, and ruin him in a moment; and on the appointed day there were to be seen a few of M. D's workmen in the crowd with their banner among those who were said to have come there out of pure enflusism. Seven triumphal arches had been built up on the President's route from the station to the Tuileries; two of them were erected by the there out of pure enfinances. Seven triumphal arches had been built up on the President's route from the station to the Tuileries; two of them were erected by the Government itself, and the five others were erected by the directors of five theaters, who hold their privileges frem the Government. To tell the truth about the reception of Benaparte in Paris: there was a great army, and a great crowd had come to see the show—workmen without work and curicus foreigners, with a copious sprinkling of disquied poli-temen, ten thousand or more giving the signal, and shouing londer than anybody Fice (Emperent; but there was no enthusiasm at all. It was cold, very cold, and the glowing accounts given by the Mondess of the Government, of the almost defirious enthusiaem of the masse, is at L. Lie, sterling lie. If any writers have given other accounts of that day, I can only say, either they are interested in not telling the truth, or they know nothing of what an enthusiastic demonstration of the Paris people is.

According to a recent decree the Senate will meet on the 4th of November. They will receive orders to proclaim the Empire, and they will obey. The nation will then be invited to declare I so of No—Empire or no Empire. The nation will answer, "Empire, by all means." They will call it an election, as if there was election where there is no choice, more than when an armed robber asks a man on the highway, "Your purse or your life." Does the unarmed man choose to give uphis purse?

—so will the Empire be chosen. On the 2d day of December the solemn enthronization of the new majesty will take place—and what then? We shall see.

How they do Justice in Rome.

How they do Justice in Rome.

Among the prisoners who have just been put to death at Sinigagita, was Girolamo Simoncelli. He was about 30 years of age, of good connections, although in business as a merchant, handsome and much esteemed. He had been a Lieutenent-Colonel of the National Guard, and in the time of popular power had distinguished himself by obtaining a lenient consideration for several people. He was sentenced to death, and the sentence was executed, although he was "innocent." Such, at least, at he statement of his friends; and there are several reasons for supposing that he was innocent of the crime imputed to him. We say so in spite of our ignorance as to the actual nature of that crime; and the reader will presently perceive why we say so. The charge against himself, with his fellow-prisoners, has not been published, or, rather, it was published in such a manner as to prevent a general knowledge of its nature. Some copies of the sentence, including a general statement of the offence, were posted up at Sinigagia; but the explainment of the content of the content of the public were not suffered to approach. With some pains a few words of the posted but were gathered but they amounted only to a general statement that, "certain persons had conspired to overturn every order of civil society, in order to do which they had resorted to fraud, terror, and treachery—organizing bands in various parts of the Pontifical States, and committing seditions and vicience."

If there was anything more of a specific kind in the

that he expected to stand absolved from any specific act of violence or treachery. The efforts made on his behalf by many people in esteem tended to confirm the confidence in his pardon. Testimonials in his favor had been sent to the Government from the local authorities and from the clergy. The Archbishop had warmly recommended him to the Papal clemency, and it is said that even the sister of Pins IX. had joined in these recommendations. It is probable that so large a cumulative testimonial could not have been obtained on behalf of any man whose general character and conduct would not admit of a lenient construction. The very grief evinced for his fate tends to confirm the opinion of the few by the feelings of the many.

A difficulty is thrown in the way of amore exact construction by the fact that all the proceedings were carried on under the strictest secresy. Not only is the mature of the charge unknown to the public, but the evidence adduced in court is also lecret. It is not known who were the witnesses; their very names are construction.

ried on under the strictest secrety. Not only is the miture of the charge unknown to the public, but the evidence adduced in court is also lecret. It is not known who were the witnesses; their very names are concaled. The only thing known, it may be said, is the fact that he was judged by the ministers of the reactionary Government. Who defended him? Even this is not known; and there is reason to suppose that the appearance of a defense was performed by some agent of that Government. In short, some kind of form was gone through to satisfy the conscience that will cling to any set of men; but whether he was tried, in the English sense of the word—what was the evidence—who were the winnesses—who were his judges—or for what he was condemned—are all matters of profeund mystery. The case of Simoncelli is that of all the 24 prisoners who were put to death on the three days of that homicidal ceremony, the 28th and 30th of September, and 24 of October. The same secresy was observed in all respects, the same strict seclusion from the friends of the accused.

From the Sunday preceding the execution of the sentence the prisons were closed to everybody; insomuch that the prisoners themselves must have remained in a state of uncertainty as to the fate of their companions. Although the largest amount of social interest appeared to attach to Simoncell, from the personal acquaintance which he had with many in good circumstances, the conduct of all the prisoners in the presence of death was such as to mark them out for men of courage and firmness. There appears to be no exception. The only traces that remain of words which they bequeathed to their countrymen are those of encouragement. Simonesial did singing the "Marseillaise;" another of the prisoners left a message to his friends to defend their country against her enemies; and if any weaknose was shown at all it was in the bystanders, not in the sufferers. Besides those who have been killed, many others are condemned to the galleys or to imprisonment. But if the case of Simo

show that the importation of American sperm oil into England is rapidly increasing; in 1848 it was 536 tuns, in 1850, 3,145. The British whalemen have almost en-tirely abandoned the business.

The Philadelphia Bulletia says: We are indeted to a friend for files of papers from Athens, The Union, a good name. There appears to be very little news of interest to Americans, in the good old-fashioned Greek alphabet in which the language is conveyed. The Editor notices, with some feeling, the fact that one or more foreign powers have connected Greece—independent Greece—with Turkey, in their diplomacy; and have given to their Ministers at Constantinople authority to act in Athens; and the fact that the United States limiters at Constantinople, Mr. Marsh, was employed to settle the difficulties arising out of the imprisonment of Mr. King, has led to the belief that Mr. Marsh was also to be ac efficie Charge of the United States for Greece, while he acts as resident Minister at Constantinople. Whether Mr. Marsh has expressed such a determination, we do not know; but certain it is, there is much feeling upon the matter in Greece.